



David B. Cohen  
Mayor

## CITY OF NEWTON, MASSACHUSETTS

Department of Planning and Development  
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Public Hearing Date:	November 18, 2008
Land Use Action Date:	January 21, 2009
Board of Aldermen Action Date:	February 2, 2009
90-Day Expiration Date:	February 16, 2009

DATE: November 18, 2008

TO: Board of Aldermen

FROM: Michael Kruse, Director of Planning and Development  
Candace Havens, Chief Planner  
Benjamin Solomon-Schwartz, Senior Planner

SUBJECT: #376-08 JAN SPIRO petition for a SPECIAL PERMIT/SITE PLAN APPROVAL for a rear lot subdivision in order to construct a new single-family home to the rear of an existing single-family home, including a waiver of the 20-foot driveway requirement and a technical waiver from providing parking on-site, at 296 WARD STREET, Ward 7, Chestnut Hill, on land known as Sec 73, Blk 42, Lot 10, which contains an approximate total of 39,382 sf of land, proposed Lot 1 containing approximately 21,321 sf and proposed lot 2 containing approximately 18,061 sf, in a district zoned SINGLE RESIDENCE 2. Ref: Sec 30-24, 30-23, 30-15(r)(2), 30-19(f)(1) and (2), 30-19(h)(4), and 30-19(m) of the City of Newton Rev Zoning Ord, 2007 and 30-17 (certification from ISD and/or Engineering re: the garage being located below the grade of the sidewalk).

CC: Mayor David B. Cohen

The purpose of this memorandum is to provide the Board of Aldermen and the public with technical information and planning analysis which may be useful in the special permit decision making process of the Board of Aldermen. The Planning Department's intention is to provide a balanced view of the issues with the information it has at the time of the public hearing. There may be other information presented at or after the public hearing that the Land Use Committee of the Board of Aldermen will want to consider in its discussion at a subsequent Working Session.

## **EXECUTIVE SUMMARY**

The petitioner seeks to subdivide land in order to create a rear lot for a new 2½-story single-family residence behind an existing single-family dwelling. The petitioner aims to preserve the existing house on the lot, which dates from the 1880s. The existing house is already behind another house on a distinct lot, the result of a 1953 rear lot subdivision and, therefore, is not visible from the street.



*Existing house, built ca. 1880*

Both lots that would result from the proposed subdivision meet all applicable dimensional and parking requirements. The subdivision of land could prevent the potential construction of a very large “by-right” single-family dwelling on the amassed parcel, which would not be desirable or in keeping with the surrounding neighborhood. The proposed lot sizes and building sizes appear to be compatible with other lots in the neighborhood.

### **I. SIGNIFICANT ISSUES FOR CONSIDERATION**

The petitioner’s request for a new rear lot is subject to the criteria set out in Section 30-15(r)(2)c(ii) in addition to the special permit/site plan approval criteria. Thus, when considering this request, the Board should consider whether the following findings apply:

- ◆ The proposed structure does not exceed the respective average height of abutting residential buildings and structures;
- ◆ The scale of the proposed structure is compatible with adjacent structures and the character of the neighborhood;
- ◆ Topographical changes have been minimized so they do not adversely affect existing or proposed structures on-site or nearby, including structures used for accessory purposes;
- ◆ Proposed landscaping offers appropriate screening;
- ◆ Vehicular access for vehicles, including for public safety equipment, is adequate;
- ◆ Any historic or conservation benefit is provided or advanced by the proposed development;
- ◆ The location of structures used for accessory purposes or mechanical equipment on the new rear lot or on the abutting lots will not negatively impact either the proposed rear lot development or abutters’ property;
- ◆ The siting of the structure complements the abutting residential buildings and structures; and
- ◆ The neighbors will not be adversely affected by proposed lighting.

## II. CHARACTERISTICS OF THE SITE AND NEIGHBORHOOD

### A. Neighborhood and Zoning

The property is located off Ward Street one block away from the intersection of Commonwealth Avenue and Grant Avenue. It is located within a Single Residence 2 district (*SEE ATTACHMENTS "A" AND "B"*). Most of the lots in the immediate area are between 5,000 and 10,000-sq. ft., and most of the buildings were built between 1915 and 1930 in a variety of architectural styles. All of the lots contain single-family detached dwellings.

### B. Site

The 39,382 sq. ft. site currently contains one single-family home built in the 1880s. The existing lot is the product of a 1953 rear lot subdivision in which the front portion of the lot was divided from the rear portion that contained a single-family dwelling. The new lot facing the street was used for the construction of a new house that blocks the view of the existing house. The rear portion of the current property at 296 Ward Street includes a large asphalt tennis court, a relatively flat area of open lawn, and a steep wooded area in the rear.



## III. PROJECT DESCRIPTION AND ANALYSIS

### A. Land Use

The petitioner proposes to create a new rear lot and to build a single-family dwelling on the proposed new lot. The project will preserve the existing 1880s house on the lot.

While the proposed project would increase the residential density in the neighborhood, the density would remain *below* the density of all but one of the adjacent lots (*SEE ATTACHMENT "C"*). The Planning Department believes that development of the lot with the proposed residence is in keeping with the neighborhood and should have no adverse affects on its surroundings.

B. Building and Site Design

The existing house on the lot is Victorian style, and the neighborhood includes examples of the Tudor and Colonial Revival styles among others. The proposed home is a contemporary version of a farmhouse-style residence, with features that include a generous front porch. This style is compatible with the variety of styles found in the immediate vicinity of the property, including the existing residence on the property.



The majority of the proposed footprint is located on the current footprint of the asphalt tennis court. The entire tennis court of approximately 6,500 sq. ft. will be removed, and the area not be occupied by the footprint of the new residence will be replaced with lawn and landscaping. In addition, an existing shed will be removed. The footprint of the new residence and the driveway extension will total 5,086 sq. ft. ***Overall, the project will reduce the amount of impervious surface on the site by approximately 1,400 sq. ft.***

The proposed two-story residence includes three bedrooms, one of which is located on the ground floor of the house. This layout enables the house to serve elderly residents or people with disabilities that might have difficulty climbing stairs.

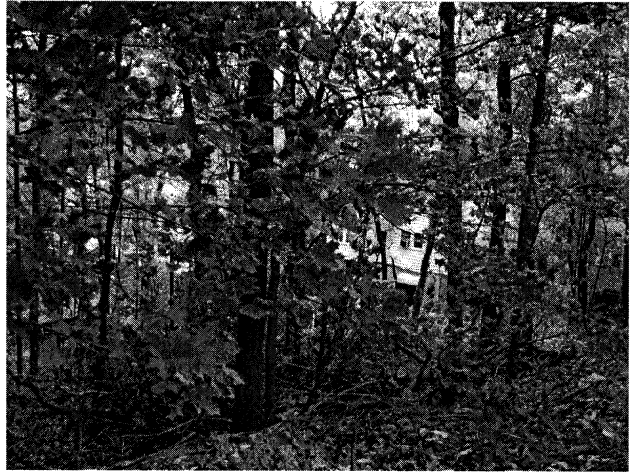
The proposed height for the new two-story residence is 21.8'. It is lower than the existing residence on the petitioner's lot (25.8') and lower than the average height of the adjacent residences (23.4').

C. Parking and Circulation

The plans show a shared driveway for use by the existing residence at 296 Ward Street and the proposed additional residence. The shared driveway minimizes the amount of impervious surface created through the project. Due to site constraints, the petitioner has decided to construct a driveway with a minimum width of 12'. This narrow driveway will further reduce the footprint of the project and its impact on the landscape, but will require sprinkling the new residence for fire protection.

D. Landscape Screening, Lighting, and Signage

On the southern and western sides, the proposed residence is separated from abutting dwellings by a steep, wooded slope. This slope provides significant and sufficient screening between those residences.



On the northerly and easterly sides, the petitioner proposes several elements of screening to separate the proposed residence from the adjacent buildings. The plans show a “living fence” of vegetative screen to be located between the existing 296 Ward Street residence the proposed additional residence.

The residence at 31 Grant Avenue is the closest structure to the proposed new residence that is not owned by the petitioner, with only 34 feet between the two structures at their closest point. The plans show a six-inch stone retaining wall separating the new driveway from the property 31 Grant Avenue, in addition to several trees currently located along the property line. ***The Planning Department strongly recommends additional screening along this property line.***

The petitioner proposes several additional light fixtures adjacent to the entrances to the residence, which will be residential in scale. No additional signage is proposed as part of the project.

E. Historic Preservation

The proposed rear lot subdivision enables the preservation of the petitioner’s existing residence. Dating from the 1880s, this house is one of the oldest houses in the neighborhood. The house is a vestige of the early suburban development of this area that followed convenient rail access to Boston. ***The Planning Department recommends obtaining a preservation restriction on the existing house in order to ensure that it is preserved.***

IV. COMPREHENSIVE PLAN

The 2007 *Newton Comprehensive Plan* says that “development is to be guided to reflect the character held or sought by existing residential neighborhoods, protecting the qualities of that which exists.” The Planning Department analysis shows that the proposed subdivision and addition of one single-family house is in keeping with the neighborhood

without significantly impacting the streetscape. Approval of the creation of a new rear lot will also allow for the preservation of the existing 1880s structure at the front of the lot. Furthermore, this proposal restores natural drainage systems, as encouraged by the *Newton Comprehensive Plan*, by reducing the amount of impervious surface on the lot.

V. TECHNICAL REVIEW

- A. Technical Considerations (Section 30-15). The Zoning Review Memorandum, dated October 14, 2008 (*SEE ATTACHMENT "D"*), provides an analysis of the proposal with regard to Section 30-15 Table 3. A special permit is required for a rear lot subdivision and for the construction of a garage below the grade of the sidewalk.
- B. Parking Requirements (Section 30-19). The Zoning Review Memorandum provides an analysis of the proposal with regard to Section 30-19. A special permit is required for a driveway that is 12' in width where 20' is required and for driveway access via an easement over an adjoining property.
- C. Other Reviews
  1. Engineering. The Associate City Engineer has reviewed plans (*SEE ATTACHMENT "E"*) and notes a number of issues that will need to be addressed prior to building permit to address concerns relating to drainage, water supply and sewerage.
  2. Fire Department. Assistant Fire Chief Proia reviewed site plans (*SEE ATTACHMENT "F"*) and has approved the site layout for accessibility and water supply.

VI. ZONING RELIEFS SOUGHT

Based on the completed zoning review, dated October 14, 2008 (*SEE ATTACHMENT "D"*), the petitioner is seeking approval through or relief from:

- Section 30-15 (r)(2), for approval of a rear lot subdivision;
- Section 30-17, for approval of a new attached garage below the grade of the sidewalk;
- Section 30-19(h)(4), for the two-way driveway to be narrower than the required minimum 20' width;
- Section 30-19(f)(1) and (2), for off-street parking to be located off-site;
- Section 30-23, for approval of proposed site plan and related alterations and development at both lots; and
- Section 30-24(d), for approval of special permit to allow a new rear lot and related alterations and development at both lots.

VII. Summary of Petitioner's Responsibilities

At the November 18 public hearing, the petitioner should be expected to respond to all issues raised in this memorandum prepared by the Planning Department.

Prior to this item being scheduled for a Working Session, the petitioner should provide the following items:

- a revised site plan including details of the proposed catch basin and retaining walls; and
- a revised site plan depicting the berm that will be required along the driveway to direct stormwater into the nearby drain.

**ATTACHMENTS**

<b>ATTACHMENT A:</b>	<b><i>Zoning Map</i></b>
<b>ATTACHMENT B:</b>	<b><i>Land Use Map</i></b>
<b>ATTACHMENT C:</b>	<b><i>Neighborhood Density Analysis</i></b>
<b>ATTACHMENT D:</b>	<b><i>Zoning Review Memorandum, dated October 14, 2008</i></b>
<b>ATTACHMENT E:</b>	<b><i>Associate City Engineer Review, dated November 6, 2008</i></b>
<b>ATTACHMENT F:</b>	<b><i>Fire Department Review</i></b>

# Zoning Map

City of Newton,  
Massachusetts

## Legend

 Single Res. 2

 Public Use



The information on this map is derived from the City of Newton's Geographic Information System. The City of Newton cannot guarantee the accuracy of the information. Each user of the map is responsible for determining its suitability for their intended purpose. City departments approve applications based on the information shown on this map.

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**ATTACHMENT A**





MAP DATE: November 2001



# Land Use Map

City of Newton,  
Massachusetts

## Legend

-  Industrial
-  Public/Charitable
-  Commercial
-  Residential



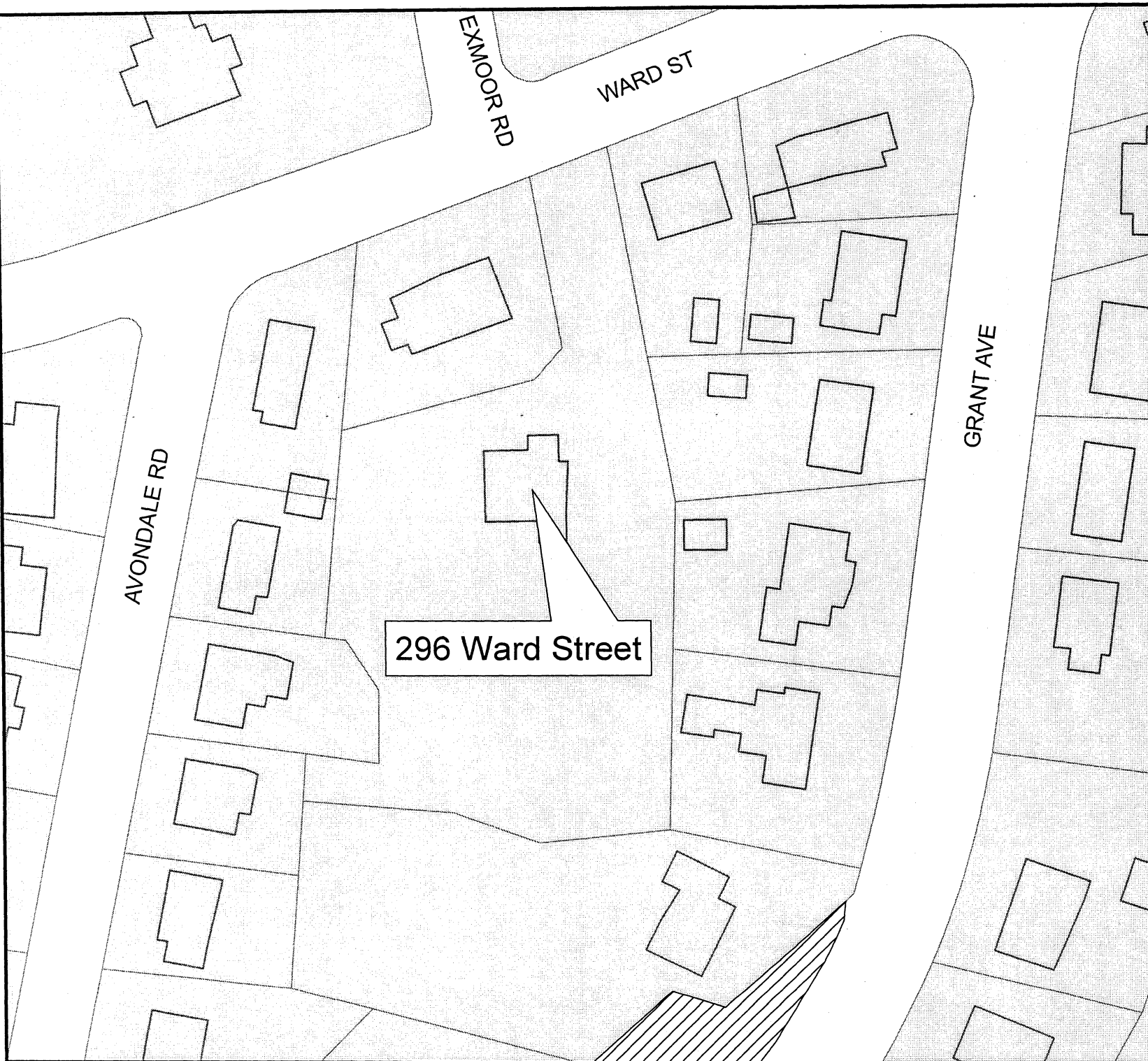
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ATTACHMENT B

MAP DATE: November 2000



# Neighborhood Density Analysis: 296 Ward St.

No.	Street	FAR	Interior * (sf)	Ave. Unit Size	Lot Size* (sf)	Units	Lot Area Per Unit	Year Built	Siding	Style	Height (Stories)	Height (feet)
280	Ward Street	0.251	2,220	2,220	8,845	1	8,845	1923	Wood shingle	Colonial	2	
286	Ward Street	0.362	2,611	2,611	7,209	1	7,209	1928	Vinyl siding	Colonial	2.5	19.1
<b>296</b>	<b>Ward Street</b>	<b>0.078</b>	<b>3,080</b>	<b>3,080</b>	<b>39,382</b>	<b>1</b>	<b>39,382</b>	<b>1880</b>	<b>Clapboard</b>	<b>Victorian</b>	<b>2</b>	<b>25.8</b>
300	Ward Street	0.184	1,678	1,678	9,130	1	9,130	1955	Wood shingle	Split level	1	18.5
4	Avondale Road	0.192	1,496	1,496	7,780	1	7,780	1921	Vinyl siding	Colonial	2	23.7
12	Avondale Road	0.367	1,880	1,880	5,120	1	5,120	1915	Vinyl siding	Colonial	2	19
16	Avondale Road	0.294	1,960	1,960	6,659	1	6,659	1915	Stucco on wood	Colonial	2	25
22	Avondale Road	0.353	1,854	1,854	5,250	1	5,250	1905	Wood shingle	Colonial	2	21.2
26	Avondale Road	0.345	1,870	1,870	5,420	1	5,420	1930	Clapboard	Colonial	2	
32	Avondale Road	0.360	3,518	3,518	9,764	1	9,764	1947	Brick veneer	Cape Cod	1.75	
37	Grant Avenue	0.083	2,080	2,080	24,970	1	24,970	1928	Clapboard	Colonial	2	27
31	Grant Avenue	0.244	2,444	2,444	10,000	1	10,000	1876	Clapboard	Colonial	2	27.6
25	Grant Avenue	0.273	2,718	2,718	9,954	1	9,954	1922	Vinyl siding	Colonial	2	25.9
17	Grant Avenue	0.214	1,992	1,992	9,295	1	9,295	1925	Vinyl siding	Colonial	2	25.1
11	Grant Avenue	0.291	2,052	2,052	7,054	1	7,054	1922	Clapboard	Colonial	2	
<b>Average</b>		<b>0.260</b>	<b>2,230</b>	<b>2,230</b>	<b>11,055</b>	<b>1</b>	<b>11,055</b>	<b>1,919</b>	<b>n/a</b>	<b>n/a</b>	<b>2</b>	<b>23.4</b>
<i>Proposed for 296 Ward (front)</i>		<i>0.144</i>	<i>3,080</i>	<i>3,080</i>	<i>21,321</i>	<i>1</i>	<i>21,321</i>	<i>1880</i>	<i>Brick veneer/stucco</i>	<i>Tudor</i>	<i>2</i>	<i>25.8</i>
<i>Proposed for 296 Ward (rear)</i>		<i>0.163</i>	<i>2,945</i>	<i>2,945</i>	<i>18,061</i>	<i>1</i>	<i>18,061</i>	<i>2008</i>	<i>Brick veneer/stucco</i>	<i>Tudor</i>	<i>2</i>	<i>21.8</i>

***Zoning Review Memorandum***

Date: October 14, 2008

To: John Lojek, Commissioner of Inspectional Services

Fr: Eve Tapper, Chief Zoning Code Official  
Candace Havens, Chief Planner



Cc: Michael Kruse, Director, Department of Planning and Development  
Alan Schlesinger, representing the property owner, Jan Spiro

**RE: Request to create a rear lot subdivision at 296 Ward Street.**

<b>Applicant: Jan Spiro, property owner</b>	
<b>Site:</b> 296 Ward Street	<b>SBL:</b> Section 73, Block 42, Lot 10A
<b>Zoning:</b> SR-2	<b>Lot Area:</b> 39,382 square feet?
<b>Current Use:</b> Single family house	<b>Proposed Use:</b> A rear lot subdivision with one single family house on each of the lots.

**Background:**

The subject property consists of a 38,382 square foot lot currently improved with one single-family house. In 1954, the current "panhandle-shaped" lot with +/- 40' of frontage on Ward Street was created through a rear lot subdivision approved by the Board of Aldermen. The current application seeks to create a second rear lot subdivision on the site.

**Administrative determinations:**

1. The subject site is located in the SR-2 zone. Section 30-15(r) allows a rear lot subdivision in the SR-2 zoning district by Special Permit. The following review is based on the materials and plans received to date referenced under Plans and Materials Reviewed, below.
2. When the first rear lot subdivision was approved by the Board of Aldermen in 1954, the Board allowed the subject lot to have only 40 feet of frontage along the road. However, Section 23.8(c) of the April 1, 1953 Zoning Ordinance, which would have been in effect at the time, states that "[i]n the case of a rear lot not having the required width on a street, the required lot width may be measured along the rear line of the lot or lots in front of it..." Therefore, the applicant asserts that the existing lot has 118.96 feet of frontage measured along the rear property line of the lot in front of it.
3. Section 30-15 Tables 1 and 4 lay out the dimensional standards for lots in rear lot subdivisions. Table 4 applies to the proposed rear lot (Lot 2) while Table 1 applies to the remainder of the original lot (Lot 1). The chart below shows that the proposed project appears to meet all of the required dimensional standards.

SR-2 Zoning District	Existing	Required Lot 1 (from Table 1)	Proposed Lot 1	Required Lot 2 (from Table 4)	Proposed Lot 2
Lot Area	39,382 ft <sup>2</sup>	15,000 ft <sup>2</sup>	21,321 ft <sup>2</sup>	18,000 ft <sup>2</sup>	18,061 ft <sup>2</sup>
Frontage	118.96 ft.	100 ft.	118.96 ft.	100 ft.	171.18 ft.
Setbacks					
Front	31.2 ft.	30	31.2 ft.	30	30.7 ft.
Side	49.1 ft.	15 ft.	49.1 ft.	23 ft.	25.9 ft.
Rear	139.2 ft.	15 ft.	15 ft.	23 ft.	23.5 ft.
Total Floor Area Ratio	n/a	n/a	n/a	0.2	0.16
Building Height	25.8 ft.	30 ft.	25.8 ft.	30 ft.	21.9 ft.
Max. number of stories	2	2.5	2	2.5	2
Max. lot coverage	5.8%	20%	10.2%	17%	14%
Min. amount of open space	83%	65%	66%	65%	74%
Build Factor (per §30-15(p))	9.8	25	17.4	25	21.4

4. Section 30-17 requires that a new attached garage cannot be constructed less than six inches above the grade of the sidewalk without certification from either the Commissioner of Inspectional Services or the city engineer. The proposed house on Lot 2 includes a garage that would be lower than the grade of the sidewalk and would require this additional review.
5. Section 30-19(f)(1) requires that off-street parking facilities shall be provided on the same lot or premises with the principal use served. A driveway is considered to be part of an off-street parking facility. Driveway access from the street to the garage and house on Lot 2 will be provided by a 20' easement over Lot 1. Such an easement is allowed per Section 30-15 Table 4, footnote 1. However, a special permit is required per Sections 30-19(f)(2) to provide for an off-street parking facility on a different lot.
6. Per Section 30-19(h)(4) a two-way driveway must be a minimum of 20' wide. The proposed plans show a two-way driveway on Lot 1 (providing access to both houses) with a minimum width of 12' in some areas. As the driveway continues onto Lot 2, the driveway narrows to as little as 10' in width. In order to build in accordance with the dimensions shown on the plan, the applicant must obtain a waiver of the 20' requirement per Section 30-19(m).

Zoning Relief Summary		
Ordinance		Action Required
	Rear Lot Subdivision	
§30-15(r)(2)	Create a rear lot subdivision	SP per §30-24
	Site Plan	
§30-23	Site Plan Approval	§30-23
§30-17	New attached garage below the grade of the sidewalk	Need certification from ISD and/or Engineering
	Parking	
§30-19(f)(1), §30-19(f)(2)	Off-street parking facility (including the driveway) must be on-site.	SP per §30-24
§30-19(h)(4)	Two-way driveway proposed is less than required minimum 20' wide.	SP per §30-24

Plans and materials reviewed:

- Letter from Alan Schlesinger dated September 17, 2008
- 1993 deed for the property
- 1999 deed for the property
- Architectural Plan for the "Spiro Residence, 296 Ward Street Newton MA," prepared by Steven Baczek Architect and Byggmeister, undated and not stamped or signed, sheets 2-11 of 20
- City of Newton Board of Aldermen Board Order dated June 28, 1954 permitting a rear lot subdivision at 296 Ward Street.
- Drainage Calculations prepared by Everett M. Brooks Company, dated 9/14/08 and signed and stamped by Michael S. Kosmo, Registered Civil Engineer
- Neighborhood Plan dated 9/15/08, revised 9/23/08, signed and stamped by Bruce Bradford, Professional Land Surveyor
- "Zoning Information" dated 10/2/08, signed and stamped by Bruce Bradford, Professional Land Surveyor
- "Site Plan of Land in Newton, MA 296 Ward Street", dated September 15, 2008 signed and stamped as noted:
  - Sheet 1 of 3 signed and stamped by Michael S. Kosmo, Registered Civil Engineer and Bruce Bradford, Professional Land Surveyor
  - Sheet 2 of 3 and 3 of 3 dated September 15, 2008 signed and stamped by Michael S. Kosmo, Registered Civil Engineer

CITY OF NEWTON  
ENGINEERING DIVISION

MEMORANDUM

To: Alderman George Mansfield, Land Use Committee Chairman

From: John Daghlion, Associate City Engineer

Re: Special Permit – 296 Ward Street

Date: November 6, 2008

CC: Lou Taverna, PE City Engineer (via email)  
Candice Havens, Chief Planner (via email)  
Linda Finucane, Associate City Clerk (via email)  
Ben Solomon-Schwartz, Planner (via email)

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In reference to the above site, I have the following comments for a plan entitled:

*Site Plan of Land  
296 Ward Street  
Newton, MA*

*Prepared by: Everett M. Brook Company  
Dated: September 15, 2008*

Drainage:

1. The drainage analysis is correct for City of Newton's 100-year storm event of 7-inches over a 24-hour period. Some sort of berm should be installed along the downstream side of the hammerhead driveway to capture the runoff from the driveway and direct it towards the proposed catch basin.
2. A detail of a catch basin is needed on the site plan.
3. An Operations and Maintenance (O&M) plan for Stormwater Management Facilities needs to be drafted and adopted by applicant, incorporated into the deed; and recorded at the Middlesex Registry of Deeds. A copy of the recording instrument shall be submitted to the Engineering Division.
4. It is imperative to note that the ownership, operation, and maintenance of the proposed drainage system and all appurtenances including but not limited to the drywells, catch basins, and pipes are the sole responsibility of the homeowner.

Water:

1. Fire flow testing is required for the proposed fire suppression system. The applicant must coordinate this test with both the Newton Fire Department and the Utilities Division; representatives of each department shall witness the testing, test results shall be submitted in a write report. Hydraulic calculation shall be submitted to the Newton Fire Department for approval.
2. Two dedicated water services will be required; one 1-1/2" type K copper for domestic use, and the second (size to be determined based on hydraulic calculation to be submitted by applicants engineer) for the proposed fire sprinkler system.

Sewer:

1. Calculations shall be submitted for the design and selection of the pump system, it shall include at a minimum the following: pump performance curves, hydraulic calculation, total head, etc.
2. All utility trenches with the right of way shall be backfilled with Control Density Fill (CDF) excavatable Type IE, detail is available in the city of Newton Construction Standards Detail Book.
3. Due to the close proximity of the existing water service to #296 Ward Street and the proposed sanitary sewer force main from the proposed dwelling, the force main shall be completely encased in cement concrete from the sewer main in the street- until 10' of horizontal separation is achieved between the force main and the water services. This requirement shall also apply to the separation of the force main and the two proposed water services.

General:

1. Details of the proposed retaining walls are needed.
2. All tree removal shall comply with the City's Tree Ordinance.
3. As of January 1, 2009, all trench excavation contractors shall comply with Massachusetts General Laws Chapter 82A, Trench Excavation Safety Requirements, to protect the general public from unauthorized access to unattended trenches. Trench Excavation Permit required. This applies to all

trenches on public and private property. *This note shall be incorporated onto the plans.*

4. The contractor is responsible for contacting the Engineering Division and scheduling an appointment 48 hours prior to the date when the utilities will be made available for an inspection of water services, sewer service, and drainage system installation. The utility is question shall be fully exposed for the inspector to view; backfilling shall only take place when the City's Inspector has given their approval. *This note should be incorporated onto the plans*
5. The applicant will have to apply for Street Opening, Sidewalk Crossing, and Utilities Connecting permits with the Department of Public Works prior to any construction. *This note must be incorporated onto the site plan.*
6. The applicant will have to apply for a Building Permits with the Department of Inspectional Service prior to any construction.
7. Prior to Occupancy permit being issued, an As-Built Plan shall be submitted to the Engineering Division in both digital format and in hard copy. The plan should show all utilities and final grades, any easements and final grading. *This note must be incorporated onto the site plan.*
8. If a Certificate of Occupancy is requested prior to all site work being completed, the applicant will be required to post a Certified Bank Check in the amount to cover the remaining work. The City Engineer shall determine the value of the uncompleted work. *This note must be incorporated onto the site plan.*

If you have any questions or concerns please feel free to contact me @ 617-796-1023.



David B. Cohen  
Mayor

## CITY OF NEWTON, MASSACHUSETTS

### FIRE DEPARTMENT HEADQUARTERS

1164 Centre Street, Newton Center, MA 02459-1584  
Chief: (617) 796-2210 Fire Prevention: (617) 796-2230  
FAX: (617) 796-2211 EMERGENCY: 911



Joseph E. LaCroix  
Chief

Alderman George Mansfield  
Land Use Committee  
Newton City Hall  
1000 Commonwealth Avenue  
Newton Centre, Ma 02459

November 12, 2008

Re: 296 Ward Street

Dear Mr. Mansfield,

We have reviewed the site plans for the single family home proposed for the rear of 296 Ward Street. This is to advise you that the Newton Fire Department has stamped the plans and approves the site layout with the following conditions:

- The new house has a sprinkler system installed in accordance with NFPA 13D.
- That proper signage is placed at the beginning of the driveway with the address that is attached to the new dwelling

We will of course be reviewing the plans relative to Fire Prevention matters during the building permit process.

Sincerely,

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Bruce A. Proia  
Assistant Chief of Operations

Cc: Alan Schlesinger, LLP  
Deputy Chief Mike Castro, Fire Prevention  
Candace Havens, Planning and Development